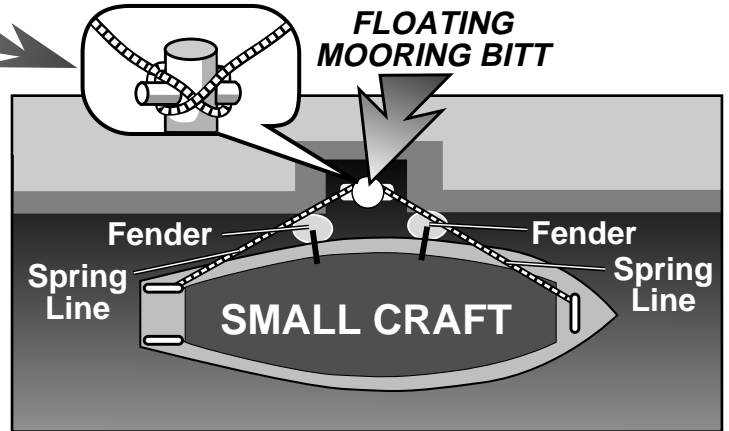


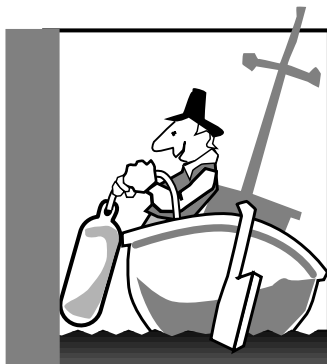
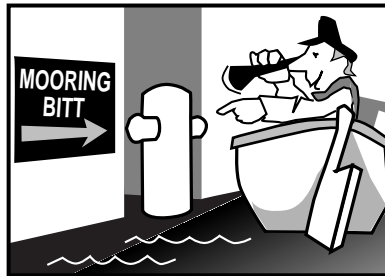
How To Lock Through



1 Receive permission to enter the lock either verbally from the lock operator or from horn and light signals. Proceed into the lock and tie up at the mooring bitt designated by the lock operator. **MAKE SURE YOU SECURE YOUR VESSEL TO THE FLOATING MOORING BITT AND NOT TO A LADDER OR OTHER IMMOVABLE DEVICE.**

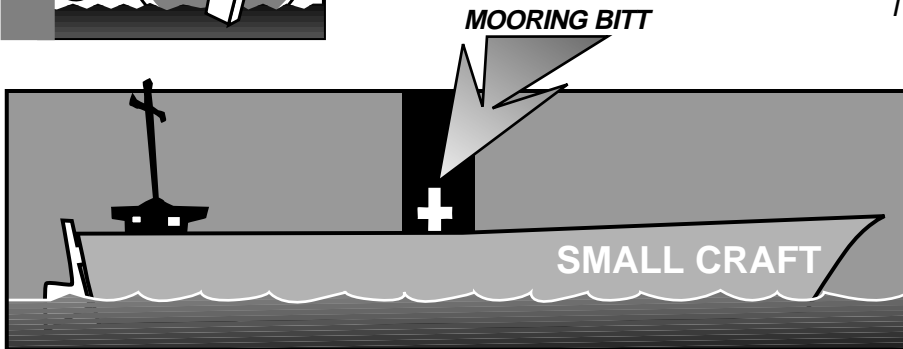


2 Due to lock design, safety factors, etc., the lock operator will often request a specific mooring bitt be used by small craft.



3 Place fenders fore and aft on side of vessel high enough to protect outermost edge of vessel—usually at widest point on either side of mooring bitt.

4 If yours is among several vessels in the lock, you may need to tie alongside a craft already secured to one of the mooring bitts or use an alternate bitt. This may require different fender placement.

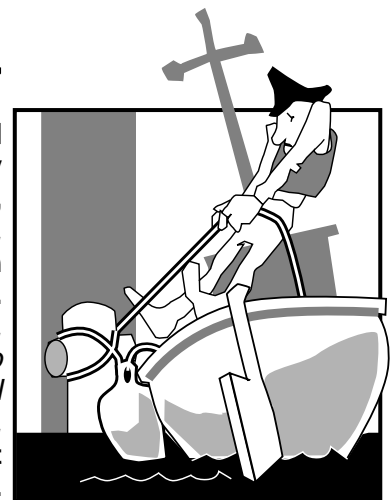


5 Position your vessel so the mooring bitt is located amidship.

6 Use two spring lines, one from your bow to the mooring bitt and one from your stern to the mooring bitt.



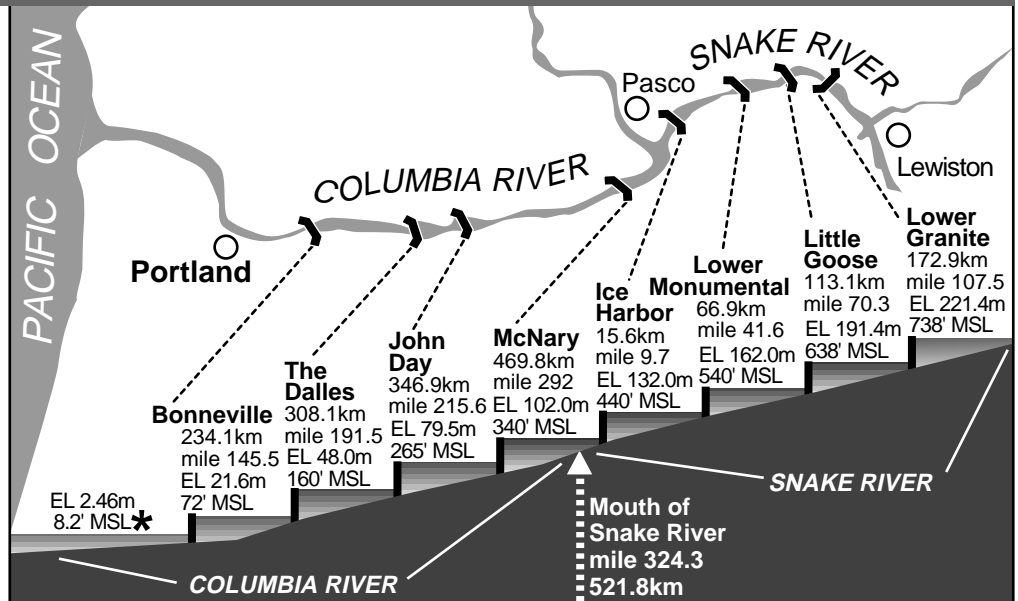
7 Secure both lines around the mooring bitt so they may be released quickly, in case the bitt gets stuck. Keep careful watch throughout the lockage. In case of emergency, you could be told to quickly release your vessel from the mooring bitt. Please remain secured to bitt until told to proceed.



ALWAYS WEAR YOUR LIFE JACKET

Using the Columbia-Snake River Inland Waterway

Location Maps Columbia and Snake Rivers



* MSL = Elevation in meters and feet above mean sea level

Lock Operator

The lock operator at each dam is there to assure that rules and regulations established to safely expedite traffic are followed and that the locks function properly.

PLEASE FOLLOW THE DIRECTIONS OF THE LOCK OPERATOR WHEN USING THE LOCKS OR OPERATING IN THE VICINITY OF THE LOCKS.

Radio Communications

At least one half hour before arrival
(or as soon as radio contact can be made)
vessels equipped with marine VHF-FM Channel 14
should contact the appropriate number from the
list below.

| | |
|----------------------------|----------------------------------|
| Bonneville - WUJ 33 | Ice Harbor - WUJ 42 |
| The Dalles - WUJ 34 | Lower Monumental - WUJ 43 |
| John Day - WUJ 35 | Little Goose - WUJ 44 |
| McNary - WUJ 41 | Lower Granite - WUJ 45 |

Signal Stations

Boaters without radios should look for signs to direct you to pull cord signals and intercoms located upstream and downstream from the lock. Pull the cord to signal the lock operator. Speak directly to the lock operator over the intercom.

Enter and Exit Signals

Signal lights are located outside each lock gate. When the green light is on, vessels may enter. When the red light is on, vessels must stand clear. In addition to the visual signals, the lock operator may signal the lock is ready for entry by sounding one long blast on an air horn or ready for exit by sounding one short blast.

Precedence at Lock

The order of passage through the lock is at the discretion of the lock operator. The boat arriving first usually will be locked through first but there are exceptions. Commercial vessels will take precedence. Recreational vessel schedules are in effect at some locks. Call the U.S. Army Corps of Engineers for more information.

Speed and Following Distance

Speed should be reduced to a minimum (no wake) consistent with safe navigation. When entering, please remain at least 61 meters (200 feet) astern of the vessel ahead.

Passengers and Freight

Neither passengers nor freight may be loaded or unloaded at locks.



US Army Corps
of Engineers

Keep clear of barge traffic. Obstructing commercial traffic is unsafe and unlawful.